SHANGHAI YACHT CLUB

1868-1934

2

002
Sh2/
Amu

ROYAL ASIATIC
NORTH CHINA BRANCH
LIBRARY

ACCESSION
No. 12730

ROYAL ASIATIC SOCIETY
NORTH CHINA BRANCH
LIBRARY

S. Y. C. HEADQUARTERS

The new Club House of the Shanghai Yacht Club in Minghong Reach, opened July 8, 1934.

IRIS

A popular one-design class in 1905

SHANGHAI YACHT CLUB

1868-1934

A History of the Club written from the files of the "North-China Herald" and published as a souvenir at the

Opening of the New Club House in Minghong Reach on the Eighth of July, 1934

SHANGHAI
NORTH-CHINA DAILY NEWS & HERALD LTD.
1934

Shanghai Yacht Club

1869

The earliest traceable record of yacht-racing in Shanghai is an entry in the "North-China Herald" of September 23, 1869, giving the results of a sailing regatta which was held on Monday, September 21, 1869. It is interesting to note, however, that in the "Herald" of April 11, 1868, there is a brief reference to a house-boat race which was held the previous day, the course being from the "Ngapushi," round the Red Buoy at Woosung, and back. This was won by Mr. Ellis Elias' boat (name not mentioned), "which was the only one that succeeded in getting round the buoy. The weather was rough and caused much grief."

Of the regatta, the "Herald" states that "in interest it was little behind the best home contests of the kind." The course was from Tunkadoo to the head of the Seven Mile Reach, and back to the starting-post, a distance of about 30 miles. The yachts which took part in this race, with the names of their owners and the amount of canvas they carried, were:—

	ft.
Vision (Mr. Ashley)	958
Pretender (Mr. Hill)	820
Fearless (Capt. Roberts)	936
Phantom (Mr. Mackenzie) ..	1,075
Falcon (Capt. Partridge)	970
Henrietta (Mr. Haskell)	920

The boats were all of about the same size, 32 ft. long, with centre-boards, and houses on deck rising two to four feet from the gunwale, rigged with the usual Chinese sail.

1869 about 60 ft. high. There was a fine south-westerly breeze, which yielded a steady blow throughout the race.

Rounding the upper stake-boat, the order was:—

	hr.	min.	sec.
Vision	2	35	20
Phantom	2	37	40
Falcon	2	38	00
Pretender	2	39	00
Henrietta	2	45	00
Fearless	2	53	40

The Phantom was the first to cross the line, which she did at 5h. 8m. 15s., followed by the Vision, 5h. 9m. 30s., and the Falcon, 5h. 12m. 30s. The Vision, being 1¼m. behind the Phantom, was declared the winner of the Cup, on the sail allowance made in accordance with the rules of the Brooklyn Club, 1¼s. per square foot. Pretender, Henrietta, and Fearless finished behind, in that order.

There took place at the same time a house-boat race, which the "Herald" states was not worth describing. It was over the same course and was won by Mr. Falls' centre-board creek-boat Zephyr, carrying 557 ft. of canvas, the time being 5h. 6m. 40s.

1870 To quote from the "North-China Herald" of April 5, 1870:—"March 30, 1870, was the inauguration, we may say, of the Shanghai Yacht Club. Although a meeting was held last autumn, however successfully, it could only be considered preliminary; but now, thanks to the very energetic Committee, the Club may be considered fairly established, and has become an institution."

The above quotation is the preliminary to the report of what was undoubtedly the first official regatta of the Club. The organisation

and arrangements for the regatta were in the hands of what was described as an "acting committee," consisting of Messrs B. B. Lewis, Maitland, and Wilson. The starter and judge was Mr. J. Marshall, and the judges of the course Capt. Walker, R.N., of H. M. S. Dwarf, and Mr. W. F. Lewes. 1870

There were three events. The first was a house-boat race "for Mr. Stevenson's Cup, valued at $50. Open to all house-boats. Second boat to receive a cup valued at $25. Last boat to pay third's entrance fee. Over same course as yacht race. Entrance $5."

The second event was a yacht race for "The Challenge Cup—subscribed by the Shanghai community. A cup valued at $50 will be given to the winner of any one race, and, when the Challenge Cup has been finally won, the second boat in such contest to receive the $50 Cup. Entrance fee $10. To be sailed from the flag-post placed off the recreation ground, round a stake-boat at the upper end of Seven Mile Reach, and back again. To be won at two consecutive Spring Regattas by a boat or boats the *bona-fide* property of the same owners. Open to all yachts. One China sail. Standard length of water-line 36 ft., not including rudder. Time allowance one minute per foot. Standard for time 36 ft. To be sailed under the Laws of the Shanghai Yacht Club."

The third event on the programme was a "Scurry Race for house-boats. A sweepstakes of $5. Two-thirds of entrance fees to winner. One-third to second boat. Last boat to pay third's entrance fee. Course—start from boat-house above Soochow bridge with

1870 masts up, pass under an artificial bridge at Kin Lee-yuen Wharf, round a flag-boat this side of junks, under a bridge at Muirhead's foundry, round Pootung Point and under a bridge at Boyd & Co's., round the Harbour-Master's Hulk, and finish first boat through Soochow Bridge. Conditions—House to be at least 5 ft. 6 in. high. Mast to be put up after passing under each bridge and kept up during the race. Crew allowance—One man for every five feet length of water-line, besides lowdah. Can be propelled by yuloh, sail, tracking, or poling, whichever method the crew deem best. No restrictions regarding ballast or European passengers. Any European assistance beyond the steering will disqualify the boat for the prize. Open to all house-boats except centre-boards."

The house-boat race was won by Zephyr (5h. 09 min.), with Sally Wiggins (5h. 17 min.), second, and Helena (5h. 40 min.) third. The yacht race, which was described as "the grand feature of the day," went to Vision, whose time was 5. 3. 20, with Falcon second (5.7.00), Fearless third (5.10.40), Lucy fourth (5.14.20), Pretender fifth (5.14.30), and Fairy sixth (5.16.00). Other boats which started, but were not mentioned as having finished, were Halcyon, Phantom, Water Sprite, and Julia. In the scurry race for house-boats, Minnie came in 200 yds. ahead of Hamlet, which was 80 yds. in front of Minnow.

1871 In the Masonic Hall on Wednesday, March 25, 1871, took place what apparently was the first regular annual general meeting of the Club. Captain Roberts, Com-

1871

modore of the Club, was in the Chair, being supported by Messrs. Deslandes, Mooney, Batten, and Mackenzie (who appear to have been members of the Committee), and Messrs. A. J. Little, T. McGrath, Dudfield, Haskell, Deighton-Breysher, Blethen, Hill, J. R. Croal, Ashley, Norton, J. Ford, J. Wilson (Treasurer), and W. H. Devine (Secretary). It was a long meeting and a variety of matters were dealt with.

One important subject was the classification of boats into first and second class, it eventually being agreed, though not without some dissention, that the situation would best be covered by adopting the Brooklyn Club Rules, regulating the spread of canvas by the boat's measurement at water-line. "The system pursued at present was against the building of handsome models and safe and comfortable boats. They were running after great scows of boats and all trying who should have the biggest mast and greatest spread of canvas, regardless of appearance or safety. The system could only be characterised as one of brute force."

Following other business, Mr. Little was elected Commodore, and Mr. Viguier, Vice-Commodore for the ensuing twelve months.

The autumn regatta of the same year saw a change in the course, this being from the Public Garden to the Point and back, twice. The main event was won by Mr. A. J. Little's Fearless, with Phantom second, and Fairy third. (Incidentally, one might wonder what would happen in these days with a yacht race from the Garden Bend to the Point and back, twice for each event!).

1871 On Monday, November 6, 1871, there took place the first race for the Commodore's Cup, which was won by Pretender from Lucy. By this time, yachting seems to have taken on very strongly, and there were "regattas" every few days right up to the middle of December. It is noteworthy that in the early years of the Club's existence there were two yachting seasons a year, the Spring season from March to the end of May, and the Autumn season from the middle of September to the middle of December. The sport appears to have been moribund during the very hot months. The first race for the "Christmas Cup" took place on December 6, 1871, and was won by Phantom.

On December 8, 1871, there took place what must be considered one of the most important meetings in the history of the Shanghai Yacht Club. It seems that, at a previous meeting (which cannot be traced) $120 had been voted for the renting of a piece of land on the Pootung side for the erection of a slip. Later, however, Mr. Blethen offered the Club a piece of land immediately above Gibb's Wharf. This lot had 265 ft. of river frontage and consisted of 25 mow of land. The Club could have two slips, a club-house, and a shed 70 ft. long, the all-in-all cost being Tls. 2,000. The Club were unable to raise this sum, however, so a few members formed themselves into a private company called the Shanghai Yacht Club Boat House and Slipway Company, acquired the property, and offered it to the Club, with slipways, etc., at a rental of Tls. 200 a year, with the option of becoming proprietors at

the end of one year. The Club accepted this offer, but would not go beyond a lease for one year, "as they did not like to run any risk." 1871

As far as can be traced, the original shareholders of the Slipway Company were Messrs. R. W. Little, G. B. Hill, J. A. Harvie, C. P. Blethen, C. J. Ashley, A. Morton, S. C. Farnham, and W. Hewitt. At the second annual general meeting of the Club, on March 27, 1872, it was decided that "no member of the committee of the Slip Company be eligible as a member of the committee of the Yacht Club." This motion was carried in the interests of the Yacht Club, "in order that they should not be influenced by gentlemen of the one committee being on the other." 1872

Against Pot-Hunting

At the same meeting, it was decided "that the club provide, for the yacht winning the Challenge Cup, a distinguishing pennant to be worn by her for the year intervening before the second contest. The pennant to be transferred to other winners in succession." This was carried only after some members had objected, on the ground that the winning yacht got enough in the form of the $50 cup which was given, and that, if a pennant were awarded, the cup should be withdrawn.

On the same day, there was a meeting of the Slipway Company. One gathers, from the account in the "Herald," that it was a somewhat hectic meeting. In preparing the property for renting to the Yacht Club, the committee had, without authority, incurred expenditure of Tls. 900 above the

1872 authorised capital of Tls. 2,000. The main objection was that, even after extra money had been spent on the land and in making it suitable for the Yacht Club, the latter still had the option of buying the property for the original sum of the Slip Company's capital, Tls. 2,000. The following resolution eventually was put and carried:—"That a committee of the Shanghai Yacht Club Boat House and Slip Company, consisting of Messrs. Harvie, Blethen, and R. W. Little, be appointed to wait on the committee of the Shanghai Yacht Club, and induce them to rescind the option given them by this Company, in consideration of the extra expenses incurred by the Company, and to then call and report to another meeting of the S.Y.C.B.H. & S. Co."

The outcome was that the Committee of the Shanghai Yacht Club eventually arranged with the Slip Company to take over all their property at cost price, and the committee of the Club personally became security for payment. As the slips had not so generally been employed as was at first expected, however, and as the property had risen considerably in value, they proposed to resell it, handing over the difference to the Yacht Club, to form a reserve fund, by which they might supply themselves, if opportunity offered at some future time, with similar accommodation in a more convenient situation.

A Good Bargain

What constituted a "convenient situation" in those days is not clear, though there was a strong feeling among many members that the Club's headquarters and boat-

house should be on the Pootung side. Gibb's Wharf, where the "unsuitable" property was situate, was near what is now the Shanghai & Hongkew Wharf in Broadway; and it is eloquent testimony to land values in those times that some members of the Yacht Club were of opinion that Tls. 2,900 for 25 mow of land, including two slips (one to take boats up to 50 tons), a boat-shed 70 ft. long, and a clubhouse, was "too high an estimate of the property's real value." In the report of the annual general meeting held on March 28, 1873, the Chairman informed the members, and the members were very gratified at the information, "that there had been a fortunate disposal of the Slip Company's premises, by which the Club had pocketed Tls. 1,231." *1872* *1873*

Apparently the Club had disposed of the property to the very body from whom they had obtained the option, as the accounts show "from Slip Company—Tls. 1,231." What happened to the property subsequently is not clear, the outstanding fact, so far as the Yacht Club was concerned, being that the Club had rented it (with the slips and buildings erected by the Slip Company) for one year at Tls. 200, and that at the end of that year the Slip Co. had paid the Club Tls. 1,231 to get its property back. From the point of view of the Club, it was indeed, a "fortunate disposal." What the subscribers to the Slip Company thought of the matter at the time is not recorded; which, possibly, is also "fortunate."

Connections Abroad

The statement of the Club's fortune in regard to the Slipway

1873 Co. deal appears to have put members in a good mood, as a proposal which followed, to the effect that members of the New York Yacht Club, when in Shanghai, should be made honorary members of the local Club was vetoed in favour of another resolution "that members of all acknowledged foreign yacht clubs shall be admitted to honorary membership of the Shanghai Yacht Club during their stay in Shanghai."

During 1873, as during the previous two years, members of the Club were wont to get very agitated over the question of a "flying start" or a "start from moorings," and many were the arguments for and against each method of starting. Both methods were tried extensively, the start from moorings being, on the whole, the more favoured. In the same year, it was decided that races should not be confined to one course, but should be distributed over several different courses, and this procedure was almost unique in the activities of the Club in those times, in that it appeared to meet with universal approval.

New Type of Boat

The year 1873 was especially noteworthy for a decision to bring about a radical change in the type of yacht which was in general use, and appears to have been the beginning of the end of the 60 ft. mast to a 32 ft. boat. We read in the "Herald" that "tall masts and lofty canvas which have caused so much grief are being exchanged for snug masts with longer spars, allowing the same or a larger amount of canvas in a position where it can be carried longer and

with less danger. This, with the adoption of long jib-booms and stud-sails, has brought the rig of the Shanghai yacht back in the direction of the old English cutter, and away from its progenitor, the Woosung passage-boat." 1873

Yacht and house-boat parties up country were very popular in those days, though an occasional paragraph in the press of the time gives the impression that there was minor trouble with the local up-country authorities on occasion. That may have been the reason for a resolution which was passed at the annual general meeting of the Club, in 1874, "that the Consular Body be approached with a view to have, if possible, the certificates of yachts and house-boats, registered at the Club, stamped by H. E. the Taotai of Shanghai, in order to enable the boats of the Club, if they wished, to go up-country without the necessity of applying for a pass." It would seem that, in those times, a comparatively much larger proportion of residents had house-boats than is the case today, and no regatta organised by the Club was ever minus the item of a race for this class of craft. 1874

"Dead-heads" Turned Away

From about 1871, the active membership of the Club had been in the neighbourhood of 100. "Members" came in for a new classification at the annual meeting in 1876, at which the Chairman made the following bland statements:—"The Club has 42 'paying' members. All 'non-paying' members have rigorously been struck off the book." (Applause.)

Interest in the Club's activities seems to have waned in the early

1877 part of 1877, the "North-China Herald" of April 5 stating that "the annual meeting of the Shanghai Yacht Club was called for Tuesday evening in the lower boat-house, but, a quorum not being present, no business could be transacted," and there is a complete absence of any reference to yachting till October 31, when a meeting took place in the lower boat-house. From the point of view of a history of the Club, that meeting was so important that more than a brief reference to it is called for.

There were only ten persons present, these being Messrs. G. B. Hill (*Chairman*), J. Wilson, Hewett, Ashley, Grant, Dowdall, J. P. Croal, R. W. Croal, D. Glass, and A. Siegfried. The Chairman explained that "two or three attempts had been made to obtain a meeting, but on each occasion there had not been a quorum present, and he supposed there was now nobody really in office to carry on the business of the Club." All interest in the Club seemed to have fallen away, and in these circumstances he thought it would be advisable to close the Club and distribute the funds in some way or other.

Club Wound Up

The Secretary (Mr. Hewett) stated that there were only 17 members who had paid their subscriptions. He also explained that, according to the rules, all members who had not yet paid their subscriptions would continue to be members until the end of the year, and could pay their subscriptions in the meantime; and no doubt all of them would do so if

it were decided to wind up the Club and share the proceeds. After some discussion as to the best means of dividing the funds (the amount of which was not recorded), the following resolution was formally adopted:— 1877

"That the Shanghai Yacht Club be formally wound up, and a committee appointed from among the remaining members to arrange as to a division of the funds belonging to the Club among the existing members." Messrs. Hill, Hewett, Wilson, Siegfried and Grant were appointed in accordance with the resolution.

After that, the press files are silent as to yachting till the issue of the "North-China Herald" of May 13, 1879, wherein there is a reference to a race sponsored by the "Shanghai Sailing Club" which failed to materialise owing to a steady downpour of rain which "no doubt damped the ardour of the yachtsmen, as only three boats (Phantom, Arrow and Fairy) got ready to start." From then till the end of the year, there are references to four other races under the auspices of the "Sailing Club," all of which are stated to have been uninteresting affairs. No mention is made of the name of any official of the Club, and the notes which appeared in the "Herald" were 'kindly supplied.' On May 11, 1880, we are told that "The Shanghai Sailing Club commenced its second season on Saturday last by an opening cruise," in which five boats took part. There were five other cruises during that spring season, the final one being a race for the "Corinthian Cup," which was proclaimed a "great success," being 1879

1879 won by Arrow from Pinafore and Charm. There were even more cruises during the autumn season, though it is not till August 17 that we find any reference to any official of the Club, when mention is made of "Mr. R. W. Little, the Commodore."

1881 On May 15, 1881, the Shanghai Sailing Club held an "annual meeting." All we are told is that there were 22 yachts and 75 members in the Club, that the gross receipts for the previous season had been $162, and the gross expenses $11.05 more than that sum; that Mr. R. W. Little was elected Commodore, Mr. A. McLeod Vice-Commodore, and Mr. C. Dowdall Secretary; and that the opening cruise would take place on May 28. It was during this season that the name of the Undine (Mr. A. McLeod) first appears in the records of sailing in Shanghai. It is mentioned that the Undine is the new name of the yacht Lorelei, which first appeared in yachting events in the year 1879, though when she was built is undiscoverable from the files. Aged 55 years, she is still in commission and is now flying the Commodore's flag.

There appear not to have been any regular annual meetings of the Sailing Club, though we read that there was a meeting in the Shanghai Club on October 7, 1881, "which was exceptionally well-attended." There is no information as to who were present, or who in the Chair. Ten decisions were arrived at, the most important being "that an entirely new committee should be elected every year"; "that formal rules and sailing regulations should be adopted"; "that the Club shall in

HELMIE

A well-found schooner which has made several deep-sea voyages

WAH LEE

future be called the Shanghai Yacht Club"; and "that the question of a new Club flag be taken into consideration." *1881*

Regular Racing

Racing was carried on fairly regularly after that, though it is not until the "Herald" of November 3, 1886, that we find any further reference to a meeting of the Club. This meeting was held on November 2, when, it is stated, the minutes of the last meeting on October 29, 1885 (which apparently were not reported in the press) were read and passed. Except for the election of officers for the ensuing 12 months, there was no business of interest. At that meeting, the Club had a balance of $88.30 in hand. *1886*

A condition of semi-moribundity seems still to have existed, as the opening (and only) race of the spring season, 1887, did not take place till June 17, "owing to the unreadiness of the yachts." A lukewarm annual meeting, at which no business of importance or interest was transacted, took place on November 29 of the same year. *1887*

There is no record of a meeting in 1888, though several races took place. *1888*

In the "Herald" of June 29, 1889, we read that the main reason there had been only one yacht race that season was "the ridiculous irregularity of the mails." Obviously a case of cause and effect, even though, in these days, the relationship between mails and the holding of yacht races may appear a little obscure, there is, however, a slight clue in the "Herald" of July 20, 1889, which, in reporting a race between two yachts (Romola and Thistle), *1889*

1889 observed that "the continued and pestilent absurdity of making Saturday mail-day prevented the fixing of a proper race."

1890 In the spring season, 1890, there were only three races, the number of starters being three, two, and three, which does not indicate any fervent enthusiasm for the sport in those days when the departure of the home mail seemed to transcend all other considerations.

A general meeting of the Club was held on December 2, 1890, Mr. John Macgregor, Commodore, presiding. All that transpired was a statement by the Chairman that the Club was $200 worse off than a year previously, owing to the decision not to collect any subscriptions for 1890. In the absence of the secretary and treasurer, that was all the information that could be given the meeting. It is interesting to note that the accounts which were presented to and adopted by the meeting were signed by Mr. H. H. Read as Hon. Treasurer.

Another Revival

A little vim seems once more to have been instilled into the affairs of the Club at the next annual meeting, which was held on

1891 November 23, 1891. After negativing a proposal to the effect that that it was unnecessary to carry any cash balance forward at the end of a season, and that any money then in hand should be divided between those whose boats had won races, the meeting dealt with a formal motion which was put by Mr. G. W. Moore and seconded by Mr. Glass:—

"That, with a view to encouraging more interest in yacht racing,

1891

it is proposed to introduce a class of sailing boats (open or half-decked as the owner desires) about 3 to 3½ rating Y.R.A. rules, to cost about Tls. 300, and that a committee be appointed to consider the details and draw up a complete scheme for submission to a future meeting, to be held not later than December 20. 1891."

The extraordinary general meeting referred to in the resolution duly took place on Thursday, December 17, 1891, when it was agreed without dissent to start a new class of sailing boat, to be governed by the following rules which had been submitted by a sub-committee appointed at the annual meeting:—

RULES FOR BOAT CLASS S. Y. C.

1.—The size to be 2.5 Rating.

2.—Rating to be length in feet over-all sail area in square feet—6,000. The length to be measured so as to include every part of the boat either above or below the L. W. L. (rudder excepted.) The sail area to be measured in accordance with Y. R. A. Rules.

3.—Catamarans or double-hull boats are excluded from the class.

4.—The boats to be of wood, either carvel or clench work, and with no restriction as to decking; no metal sheathing to be allowed.

5.—No outside ballast to be allowed except the centre-board or boards, the total weight of which shall not exceed 400 lb. Centre-boards can be made of either iron or wood. If constructed of iron, the thickness not to exceed ¾ inch.

6.—The draught of water not to exceed 3 ft. with centre-board up, rudder not included, and without crew.

7.—All ballast to be carried inside the boat and to be removable. No metal other than iron allowed; "shifting ballast" not allowed.

8.—The number of persons on board (including crew), not to exceed five.

9.—There shall be no time allowance except as provided in Rule 10.

10.—Subject to compliance with all these rules (Rule 1 excepted) the pres-

1891 ent existing boats, viz., the Rosetta, Mascotte, and Alone, shall be eligible to race with the class under Y.R.A. time allowance for difference in rating, but after once entering they will not be allowed, to change their rating.

11.—Each owner of a boat in this class shall pay a yearly subscription (including ordinary subscription) of $15, which shall entitle the boat to start in all the ordinary races of the class during the season without further entrance fee.

12.—Any owner or part owner of more than one boat in the class can enter one boat for a race and the entry must be made in writing to the Hon. Secretary at least three days before the race.

13.—Except under Rule 12 no "special entry" will be required. A start under racing flag will be taken as entry for the race.

14.—It is understood that these rules are to be interpreted in the spirit of their intention, viz., to place all the boats (so far as possible) on an equality for the purpose of racing. Should, therefore, any unprovided-for variation be made, in construction or otherwise, which the committee of the Club consider is a departure from the general intention of these rules, the committee shall have power to take such action as to penalising or even excluding the boat concerned as may appear to them fair. The owner of the boat so penalised or excluded shall, however, be at liberty to appeal to a special meeting of the members of the Club which the committee shall call as soon as possible, giving three days' notice, and at which the Committee's decision can be annulled by a majority of two-thirds of those present at the meeting.

Possible lengths and sail areas for a 2½ rater:—

Length.	Sail area.
20 feet	750 sq. ft.
21 „	714 „
22 „	681 „
23 „	652 „
24 „	625 „
25 „	600 „
26 „	576 „
27 „	555 „
28 „	535 „
29 „	517 „
30 „	500 „

1892 The year 1892 was an active one for the Shanghai Yacht Club so far as racing went, though there was no general meeting of the Club during the year. There were only three races in the spring, but no less than 19 (a record number up to that date) in the autumn, and there is no doubt that towards the end of 1892 Shanghai yachting, after some years of comparative inanition, had again come into its own.

1893 In 1893 there was a reversion to the previous custom of holding the annual meeting in the spring. It was stated at the meeting that the previous season had in many ways been a noteworthy one in the annals of yachting in Shanghai. It reminds one, in a measure, of existing times to read that "owing chiefly to the financial crisis through which Shanghai has been passing lately, the races for the large yachts have had to be abandoned for the time being." It was said of the new 2½ rating class, which had been sailed for the first time the previous autumn, that they had been "a decided success." In commenting on this class, the Chairman made some remarks which, with modifications, might well be uttered to-day—"The cost of building and keeping-up a 2½ rater is so small, and the benefit and healthful amusement to be got out of her so large, that I hope we shall see a goodly fleet of this class on the Whangpoo..... What some people call the small boats are not in reality either small or to be despised." Financially, at this time, the Club appears to have been better off than for many years, as the year closed with a credit of some $190.

1893 It was agreed at the meeting that, pending a decision of the Y.R.A. relating to the method of measurement of the sail-area, the 2½ rating boats of the Club should be measured in accordance with the Y.R.A. rules of 1891, while at the annual meeting held a year later, although we are not told the decision of the Y.R.A., a resolution was passed to the effect that "no boat be qualified to win a race till officially measured." The 2½ raters of which there is a record at that time were named Violet, Spoondrift, Lamb, Princess, Alone, Mascotte. It may be of interest to mention that in the season 1893, three of the 18 races for 2½ raters were won by only a few seconds; three by less than two minutes; seven by less than three minutes; one by less than six minutes; and in only one instance was there a really big gap between the winner and the second boat in.

Foreign Boats Banned

1894 At the end of 1894, the Club sustained a grievous loss in the death of Mr. W. G. Moore, the Vice-Commodore, a gentleman who was largely responsible for the rehabilitation of the Club and for the introduction of the 2½ raters, and who had worked hard for many years in the interests of the Club. So keen had the interest in the 2½ raters become by this time that at the annual meeting in 1895 it was decided that all the officials of the Club should be elected from among owners of this class. At this meeting it was also decided that a single layer of copper or metal sheathing, not to exceed in weight 16 oz. to the square foot, should be allowed for 2½ raters. It was also

1894 decided, "as the local builders could not attempt to equal the result of the skilled workmanship at Home," that no boat built in Europe or America should be eligible to compete in the 2½ rating class.

By this time, the racing of the large yachts had altogether fallen into disfavour, so completely had the 2½ raters achieved popularity, and in the spring of 1895 it was suggested that the formation of a small class of half-raters would afford a good deal of sport and prove a successful addition to the Club. At this period, there were usually from 20 to 22 official races in the spring or autumn season for the 2½ raters. In August, 1895, the Violet appeared with a new set of Lapthorne sails, which seemed to have occasioned general admiration; "although not yet properly stretched, they are a picture to look at. Their only drawback is that they are expensive."

1895 At a special meeting on September 12, 1895, it was decided to divide the 2½ raters into two classes, Class "A" to race as before, without time allowance; Class "B" to race under a sealed handicap to be drawn up by the handicapper on the morning of the race. At the same meeting it was agreed that in future prizes should be awarded according to the number of starters in each class, three starters or under, one prize; four or five starters, two prizes; six or more starters, three prizes.

The Flapper Era

1897 The year 1897 was the beginning of the "Flapper" era in the life of the Club. There was a special meeting on February 25, at which

1897 a proposal was considered to start a one-design small yacht class, there appearing to be a feeling of the need for a smaller and less expensive yacht than the 2½ rater. The design of a proposed boat was based on "lines published by Mr. Dixon Kemp and cleverly adapted to local requirements by Mr. A. J. Watson." The design was for a boat 18 ft. overall (the 2½ rater was 24 ft. overall), 16 ft. water-line, 7 ft. beam, draft 10 inches. A dagger centre-plate increased the draft to 6 ft. and they had 300 ft. of sail. Mr. C. M. Adamson stated that his own boat, the Leven, had been built to that design, had been tried in all weathers during two months of the winter, and had behaved exceedingly well and was fast for her size. The cost, including sails, spars, anchor, oars, etc., complete was about $400. After some discussion, it was resolved "that the Club hereby recognise as a class for racing a one-design boat built to the same designs. The following rules were to apply to the class:—

Boats in this class to be known as the "Flappers."

All boats to be built to the same design.

To be raced without ballast. No structural alterations to hull or sails under any pretence whatever.

In racing, crews to be limited to three in all.

Boats not to be coppered.

No time allowance in any circumstances.

Reduction of Prizes

At the annual meeting in the same year the old, old custom of awarding prizes for each race was definitely jettisoned, the new system being:—

Points to be given for each Club race and winners to be decided by

1897

the number of points gained during the season on the following scale:—1st, 12 points; 2nd, 5 points; 3rd, 2 points. Points to be awarded irrespective of the number of starters. The number of prizes to be awarded to be based on the average number of starters during the season—three starters one prize, four starters two prizes, five starters or more three prizes.

Following this, there was a discussion, in which members spoke feelingly, of the unsatisfactory class of men from whom members of the Club had to select their crews. It was suggested that the present Pheasant Point men should be discarded in favour of Ningpo fishermen. One member was eloquent on the subject and stated that, with the exception of mafoos, the boatmen were "the biggest scamps in Shanghai." He had sacked one man who, going away to bury his mother, seemed to think it necessary to take the jib with him. The matter appears to have been allowed to rest at that.

Passing of 2½ Raters

In the following year, 1898, the former system of awarding prizes for each race was reverted to and that of awarding points abandoned. This year also saw the beginning of the end of the 2½ raters, which had had an existence of six years. There were only three of the original 2½ raters left in 1898—the Violet, which was being lengthened; the Lorna, which was not fitting out again; and the Spoondrift, which was thus the last of her class to race as one of that class. The "Flappers" one-design class is stated to have been a great success during the previous year,

1897 "the boats showing themselves to be handy, fast, and seaworthy little craft." Boats of this class competed in 16 races, the position at the end of the season being that Leven had gained 115 points, Sibyl 77, and Madcap 61.

Mr. Duncan Glass, Commodore, speaking at the annual meeting in 1899, said that something should be done to induce young Shanghai to go in more for sailing. He considered that a suitable boat for the purpose would be the Kingston "Waterwag," of which several had been built in Shanghai for Peitaiho. They cost only $150 each, all complete, and were able and safe little boats. It was stated at the same time that a good many of the larger boats were having houses put on them and apparently were going out of racing. It may be worth placing on record that at this time the annual subscription for a racing owner was $15, for a non-racing owner $10, and for a non-owning member $5.

1900 A paragraph in the "Herald" of May 2, 1900, states that a new yacht was building at the Old Dock, the following being the dimensions: —Length overall about 40 ft., beam 11 ft. 9 in., draft 15 in., length on water-line 24 ft., weight of centre-board about 400 lb., cost about Tls. 1,000. She was adapted to cruising in shallow waters and in the river, besides having a moveable mast.

Another Slump

Nothing of outstanding interest appears to have happened in the Club in the early part of the present century, and in 1902 that lukewarmness which previously had had such disastrous effects on the Club appears to have returned

to some extent, if one is to judge by press reports and statements at meetings. This seems to have been realised by Mr. Glass, the Commodore, who at the annual meeting in 1904 made an appeal for more support. Next to the Rowing Club, he said, the Yacht Club was the best organisation for sport in Shanghai. Racing men had their few days' fun every half-year, but, after spending a lot of dollars, had often only a lame crock to show for their money. In the Yacht Club, it cost only about $200 a year to keep and race a "flapper," and the larger boats were not expensive. For instance, the Winsome had changed hands the previous year for $750. *1900*

He suggested a further type of boat, the Woosung boat, with two leeboards and a sail, and canvas over the well. They were cheap, had plenty of room, one man could sail them, and they would be able to sleep on board. They would not cost more than $300 apiece. Another member suggested that they should go in for the American scow, which could be constructed locally at a cost of $150, including sails. There was also a suggestion that, for purposes of record, every member should be compelled to send in a half-model of his yacht to be kept by the Club. Nothing definite was done in the matter.

An annual meeting of the Shanghai Yacht Club was held on May 9, 1905, in the Club's new room at the Boathouse. The Commodore, Mr. A. E. Jones, presided. There were also present:—The Vice-Commodore (Mr. G. E. Burgoyne), the Rear-Commodore (Mr. E. T. Byrne), the Hon. Secretary and Treasurer (Mr. J. D. Smedley), Messrs. A. L. Anderson, T. E. *1905*

1905 Dunn, C. L. Seitz, H. T. Hancock, A. J. Watson, J. P. Roberts, W. J. Wigglesworth, H. H. Bristow, E Bull, G. Buhlmann, etc.

The Chairman said:—We may congratulate ourselves on having, through the kindness of the Rowing Club, secured the present clubroom, which is a great acquisition. I think we have to thank Mr. Byrne for having arranged this matter for us, and I trust that this clubroom will do much to bring the members of the Club more together than they have been in the past. We hope to put up in the room half models of all the yachts, and the racing colours. We have already, as you know and see, been presented with some very nice pictures and also yachting books and papers. The Committee are arranging to get periodicals regularly, such as the "Rudder," the "Yachtsman," and others. There is a new class this year of "Seagulls" and we have to thank Mr. Dunn for starting the idea, and Mr. Seitz, through whose energy I understand the details as to building at a reasonable price have been arranged. It is anticipated that this class will afford a great deal of sport.

Mr. Seitz said that the working of the Committee during the past year had been very successful and had pleased the members throughout, so that there had been no cause for complaint of any kind. He proposed that the same committee be re-elected, namely:—Commodore, Mr. A. E. Jones; Vice-Commodore, Mr. G. E. Burgoyne; Rear-Commodore, Mr. E. T. Byrne; Hon. Secretary and Treasurer Mr. J. D. Smedley. Mr. E. Bull sec-

onded, and the resolution was carried. 1905

The Chairman said they had a new club-room and there were the expenses of bringing the club more up to date. The Committee, therefore, proposed to raise the subscription for racing owners from $15 to $20, and, when they bore in mind that this subscription included entrance fees for some twenty races during the season, the increase would not appear much. He proposed that the subscription for racing owners be in future $20; in the case of joint-owners one owner should pay a subscription of $20, and the other owner or owners $10 each.

Mr. C. L. Seitz seconded the resolution and it was carried.

The Chairman said he thought the time had arrived when a small entrance fee could be charged to new members joining the club. He proposed that every new owning or part-owning member pay an entrance fee of $5. Mr. Smedley seconded the resolution and it was carried.

Honorary Members

The Chairman then proposed that Messrs. Duncan Glass, A. McLeod, and J. Roberts be elected honorary members of the Club. Mr. E. T. Byrne seconded.

Mr. A. L. Anderson asked for the name of Mr. Frank Gove to be added. The Chairman did so with pleasure and the resolution was adopted.

The Chairman said that it had been brought to the notice of the Committee that the starters experienced considerable difficulty in distinguishing the boats, particularly in the small classes. Now

1905 that this new class was coming into existence there would be even greater difficulty in distinguishing the boats. He proposed, therefore, that every boat of two rating and under should carry on the sail near the peak a distinctive number or letter.

Mr. E. Bull seconded, and the motion was accepted.

Prize Money Again

The Chairman said the next question to be considered was that of prizes. Small prizes were given for each race. This was unsatisfactory to the club, because it took a lot of money, and it was also unsatisfactory to the members. The Committee thought it would be more satisfactory to give less in the number of prizes and to give more valuable ones at the end of the season, points to be awarded for them on the races. He proposed that club prizes be given to winners on aggregate points during the season, according to a system details of which would be drawn up by the Committee and submitted to a special meeting.

Mr. Burgoyne seconded.

Mr. Seitz said he thought it would be much better to have definite prizes, which would be souvenirs. It was not a matter of value at all.

After some discussion the resolution was carried.

Mr. Seitz proposed that the new class of one- rater-boats be named the Swallow class. Mr. Smedley seconded, and it was carried.

An Anchorage

Mr. Seitz asked if the Committee could arrange to have a place in the river where the boats could anchor together.

1905

Mr. Burgoyne said he had spoken to the Harbour Master on the matter and the Harbour Master said that, if all the yacht owners would go over to the old dock, he would allot a part of the river just outside Messrs. Boyd's where he would lay down a steel rope for them to anchor to.

Mr. Dunn said that in typhoon weather a 500 ton cargo-boat had to be removed from the place suggested, and it would be impossible for the yachts to anchor there in that season. They wanted to anchor farther round the bend of the river. The Bund side was better and the best place for anchoring yachts was between the Police Hulk and the China Merchants godowns.

The matter was left to the Committee.

Mr. Anderson's Ideas

Mr. A. L. Anderson proposed a vote of thanks to Capt. J. P. Roberts for presenting the Club with the yachting pictures, and Mr. Duncan Glass for promising a picture of the first yacht race on the Shanghai river. He suggested that longer cruises should be encouraged during the coming season. He also asked if the Committee contemplated petitioning for the title "Royal Yacht Club." They had different nationalities represented in the Club, but he did not think this would affect their petition. They had British, French, German, and American members, but it would not hurt those who were not British to belong to a "Royal Yacht Club." If the Yacht Club received the title "Royal," it would give members more status when going Home. They were a

1905 larger club than the Hongkong Yacht Club were when they petitioned, and, besides, they were one of the oldest yacht clubs in existence, having started in 1848.

The Chairman said Mr. Anderson drew up a letter some time before. Why was the whole matter not then put through? Was there any difficulty?

Mr. Anderson said he handed over the secretaryship. There was not any difficulty as far as he knew.

The Hon. Secretary said Mr. Anderson handed him the draft of the petition. There might be some difficulty in getting the title, but it would benefit the Club.

The feeling of the meeting was asked on the matter and it was decided to petition the King to give the Club the title of "Royal".

The Secretary said it was proposed that each member send in a copy of his racing flag and then it would be registered as his racing flag and placed in the Club-room. Several gentlemen already had sent in their racing colours.

Mr. Dunn promised to give a cup at the end of the season for the best in the Swallow class.

A new class of one-raters was started in 1905, six boats being built that year, but the source from which these notes are obtained does not give particulars. In the same year, members were requested to send in copies of their racing colours, to be hung in the club room, a practice which was continued at least up to the advent of the Byrne boats.

The method of scoring points was still a thorny question, and on June 8, 1905, a special meeting of

HOBGOBLIN

One of the Byrne Class

PHOOKA, INGOMAR AND WAH LEE

SHEILA

Winner in Byrne class, June 1934

the Club was convened to deal with the matter. It was decided that flag prizes for the month would be awarded to the yacht having the greatest number of points, a first scoring seven points, a second five, and a third three. At the end of the season, cups or other substantial prizes were to be awarded in both classes ("A" and "B") by aggregate points according to flags won, a first prize flag counting five points, and a second prize flag three points. *1905*

At that meeting, is was also decided that a register of laodahs should be kept, containing a record of every laodah; that every laodah employed by a member should have a certificate issued by the secretary; that such certificates should be subject to withdrawal in case of misconduct; and that no laodah should be employed by a member if such laodah had been refused a certificate by the Committee.

A New Rating Formula

At the beginning of the spring season, 1906, the following rating formula was substituted for that previously in operation:— *1906*

$$\frac{[LWL+BG-2BF+\frac{1}{2}\ (SG-2SF)] \times SA}{800}$$

equals rating
L W L—Load water-line.
B—Bow end of water-line.
S—Stern end of water-line.
G—Girth from deck to deck.
F—Freeboard.
SA—Sail area.
All measurements in feet.

Under the "length and sail area" rule yachts with long and full overhangs, short load water-line, and large sail areas came out best. They could, when heeled, lengthen out about half as much again as measured when upright.

1906 Yachts with sharper sections and water-lines could not gain to the same extent, while those with no overhangs, as Mr. G. V. T. Marshall's Coronella, usually lost a fraction in length if their forefoots were well cut away. Naturally the owners of the last-mentioned type would not race their yachts against the others. For example, Winsome and Coronella rated about the same, 2.5 when upright. Both were nearly equal in length of load water-line, but when heeled Winsome was probably 5 ft. longer, and she should have been counted a larger boat and give time to the Coronella, without which help the latter could not ever hope to get the winning gun. To equalise matters, it was thought well to adopt the method of measuring overhangs as suggested at the European rating conference held at London, as follows:—

The difference of girth from covering-board of bow section at water-line ending and twice the freeboard at the same point, plus one-fifth the difference of the girth from covering-board of stern section at water-line ending and twice the freeboard at that station. The sum to be added to the load water-line as then taken. This gave the length more nearly when the yacht was sailing at a natural angle of heel. The suggested formula, although appearing very formidable, was practically the same as the "length and sail area." To the L. W. L. was added girth differences, making it nearly the true sailing water-line length, multiplied by the sail area and divided by 8,000 instead of 6,000. The divisor 8,000 was chosen so

1906

that yachts would work out at about the same rating as before, thus enabling them to retain the scale of time allowances used previously.

The Commodore seconded this resolution, which was carried *nem. con.*

Site at Yangtszepoo

Although the origin of the idea is not clear (the question of the purchase of land probably was taken up at an extraordinary general meeting of the Club held on October 3, 1906, which was not reported in the press and regarding which no particulars are available to the compiler of these Notes), from the reports of the annual meetings of the Club, early in 1907 just under seven mow of land on the foreshore at Yangtszepoo was purchased by the Commodore (Mr. A. L. Anderson) on behalf of the Club. The amount of the purchase price is not stated. At the annual general meeting on April 15, 1907, Mr. Anderson, in informing the meeting of the purchase, and in view of a diversity of opinion which appeared to exist as to the wisdom of the purchase, stated that he was willing to buy it back himself, as he had already been offered Tls. 120 per mow more than was paid for it; Tls. 5,750 worth of debentures had been issued out of the Tls. 10,000 authorised. In handing over the deeds of the property (to whom is not clear), Mr. Anderson expressed a hope that the Club would never part with the land, unless in order to procure a larger and more suitable site.

During 1906, a petition to H. M. the King, for a Royal Charter for

1906 the Club, was denied. On December 21, 1906, however, the Lords Commissioners of the Admiralty issued an Admiralty Warrant entitling the Club to wear the Blue Ensign of His Majesty's Fleet, with badge.

1908 By the time of the next annual meeting (March 31, 1908), the value of the Yangtszepoo property had doubled, though the difficulty seemed to be what to do with it, especially in view of the possibility of part of the land being required in connection with a conservancy scheme which was then projected. It was suggested that a basin be constructed there, but the matter was left in abeyance pending the return of Mr. Anderson, who was away from Shanghai at the time.

During this year, what apparently was the first S.Y.C. dance was held, and was stated to have been a big success.

"A White Elephant"

At the next annual meeting, the question of the land was brought up, but Mr. Anderson said that his views as to holding on to it had not changed. At the annual

1910 gathering in 1910, there was a definite proposal to dispose of the property, which was stated to be a "white elephant," costing the Club $475 a year in debenture interest. Mr. Anderson strongly objected, and finally it was decided that the land should not be sold unless an offer of Tls. 3,000 a mow were received.

It was stated that the Rowing Club had an offer of Tls. 185 a year for the rooms for which the Yacht Club paid only Tls. 25. It was resolved to give up the rooms

and to hire a room whenever a meeting was called. What was to happen to the Club property in the rooms is not mentioned. *1910*

The Harbour Master stated that, owing to congestion on the foreshore caused by cargo-boats, it was not convenient for yachts to be moored there any longer. The Harbour Master was requested to lay moorings for the Club at Yangtszepoo, off the Creek.

In 1911, it was definitely decided that "the property is of no use to us in any way—it is not an asset, it is in bad shape for our purpose, besides being too far away." The final decision was that the land should be sold under "certain conditions," which are not recorded, and that the Committee should be authorised to dispose of the property. *1911*

Although there is no record in press reports of the acquisition of the Foam by the Club, the following extract from the speech of the Commodore at the annual meeting in 1912 gives the main facts regarding her:— *1912*

"We have arrived at what I may describe as a crisis in the Club's career. You will notice that our income and membership are double those of any preceding year in the Club's 43 years of existence. From June to December, 95 very active and interested members attended the Foam each month and brought their friends with them. This shows that increased interest is being taken in us, and that we are established as one of the sporting clubs of Shanghai. It also shows that the detail work of your officers has very greatly increased. Before proceeding to discuss the resolutions before us, it will be

1912 well for me to deal with what has led to their proposal, and at the same time to give you a short history of the establishment of the yacht Foam as the Club headquarters as an experiment during the season under review. This information is for the purpose of record as well as for the newly-elected members of the Club.

Club Without a Home

"For very many years, meetings were held in hong offices of members who kindly placed them at the Club's disposal. Later on, a room was rented from the Rowing Club, but was never popular—its great heat in summer, its bad position, and the impossibility of making it attractive were against it. During 1909 and 1910, the Club was without a roof, and meetings were held rarely, and then only in offices. It had always been my opinion that a small but attractive headquarters would very greatly benefit the Club; it also appeared to me that a Blue Ensign Club should have a roof of its own. The Foam, only six years old, lying idle and deteriorating, and being unsaleable as a yacht, seemed to me to be an opportunity for experimenting. She was put up for auction and, there being no bidders, I decided to offer her to you for the year and the matter was put before your Committee. It was then resolved that Tls. 100 be expended on altering her to meet the purpose. A further sum was afterwards found necessary to convert her completely, and, with some very generous donations of money and material, this was effected. It was further decided by the Committee provisionally to accept the offer of

her to the Club at a nominal figure and this matter is now in your hands to decide upon. *1912*

"The Steward of the Senior Golf Club runs the bar and pays the Club a commission of 10 per cent. on the gross takings for the privilege, besides furnishing a staff of servants as required. All accounts are made monthly by the House Committee and collected by the Steward. The Club supplies a laodah, who is responsible for the good condition of the hull outside and under the floor-boards, as well as the moorings, hoisting of flags, gangway, and gangway lights. While a great deal of money has been spent on the Foam, it will not have been wasted, even should you decide to discontinue her. The experiment has shown you, without expense, what the Club required. When I say without expense, I mean that, if the Foam had not been put into commission, our income would not have been increased as it has.

The "White Elephant" Again

"I would remark that the Club's property at Yangtszepoo—a white elephant as far as purposes go—is still a heavy drain on our finances. The only recommendation I can now make is that you hold on to it, and that you enclose it with a bamboo fence at once to prevent it being converted into a burial ground for stray bodies.

"The existing club fleet is a great credit to us and those who build and add to it are well deserving of the club. It may not be out of place to quote to you a remark made by a very prominent member of the community concerning the Club and its manner

1912 of conducting its sports:—'I consider that the S.Y.C. is one of the cleanest sporting clubs in the East and that it thoroughly deserves all the support that can be given it.'"

The Commodore's Sorrow

At the next annual meeting, the Commodore mentioned, apparently in terms of mild sorrow, that members had not made as much use of the bar of the Foam as could have been expected, and that on the bar there had been a profit of only $20.

It is interesting to note that in that year an action was instituted in H.M. Supreme Court for China by a member of the Club against the Committee, seeking to restrain the latter from "interfering with his rights and privileges as a member of the Club." After a lengthy hearing, the Court gave what was tantamount to a "no decision" judgment, and declined to make any order as to costs, but 75 per cent. of the legal fees incurred by the Committee were defrayed by members.

Yangtszepoo Property Sold

1915 On Tuesday, April 14, 1915, at the annual general meeting, it was stated that the Yangtszepoo property had been sold, and that, as a result, the Club had about Tls. 5,000. Mr. A. L. Anderson proposed that this sum be permanently invested, the prizes to be bought out of the interest accruing. It was then proposed that a committee, consisting of the Commodore, (Mr. E. T. Byrne), Mr. Anderson, and Mr. Lintilhac, be appointed to draw up a scheme. Mr. Mellows suggested that the money should not be altogether

tied up, but should be invested with the proviso that it could at any time be drawn out for such purposes as building a club-house, buying land, etc. This suggestion was embodied in the resolution, and the committee suggested was appointed. 1915

A vote of thanks was accorded to the Trustees of the Recreation Fund, who had provided the wherewithal to buy the land, and to those who had taken up debentures.

The Foam came to serious grief in 1915, sinking at her moorings, as did practically every boat in the Club's fleet, as a result of the sudden breaking of one of the worst typhoons Shanghai ever has known. It was a consequence of that calamity that much of the Club's history has passed into obscurity, for many of the records were lost and they contained stories of happenings beyond the recollection of any then or now living. The Foam, however, as well as most of the racing and cruising boats, were recovered and shortly were in commission again. The Foam continued in use as the Club's headquarters for many years, though in her later years her floorboards invariably were awash for most of the season and she had the reputation of being kept together "only by a coat of paint." She passed out of the club a few years ago, when a modern shooting houseboat only just built was purchased to replace her and also was renamed the Foam. This boat remains in the Club's possession, her ultimate destination being dependent upon any decision that may be come to after the Club moves into its permanent head-

1915 quarters now rapidly approacning completion at Minghong.

Although there was plenty of good racing, the later years of the war appear to have passed without anything at all noteworthy occurring in the history of the Club, though there are references to the increased difficulty of racing in the harbour, owing to the greater number of ships visiting Shanghai. The condition of the Foam appears to have caused deep concern in these years, and there was an ever-present problem as to what the Club would do for a home if and when the Foam became untenable as such.

1922 In 1922, the need for more members was emphasised, and there was an appeal for all yacht and motor-boat owners who were not members of the Club to support it by joining. At the annual

1923 meeting in 1923, it was the consensus of opinion that "greater efforts should be exerted by the Committee to induce the larger cruising yachts to participate in races to be held outside." The Committee were authorised to take suitable steps for this purpose, and also to get Chinese boat-builders to contract for small boats costing not more than $400, "so that prospective members might be shown the possibilities of pleasure with such an organisation as the Yacht Club, and that present members could with an expenditure of a month's salary or less, procure a serviceable boat and utilise all the facilities offered by the Club."

Mr. Byrne's Development

Probably one of the most interesting developments in the Club since the great war was the intro-

duction of the Byrne class of boats. *1923*
As was the case with other classes which were introduced previously from time to time, the Byrne boats came about as a result of a desire to increase membership and augment interest in the Shanghai Yacht Club by having a class which would be within reach of those with moderate incomes. In
1923 and 1924 there was an influx *1924*
of young and keen sailing men to whom the boats then mostly in use were prohibitive, owing to initial cost and the expense of upkeep. In an endeavour to offset this state of affairs, Mr. E. T. Byrne, Commodore of the Club, himself designed a boat which has been described as "a cross between Byrne's own Phantom and a Chinese boat."

Six of the Byrne boats (as they came to be known) were put into commission in 1924, and two additional ones in 1925. On the whole, *1925*
they were voted to have been a great success, and at the annual general meeting in 1925 Mr. Byrne himself stated that he had been surprised at their speed and general behaviour under all conditions.

A Racing Machine

Mr. Byrne, some years previously, as the outcome of a claim that he could build a racing boat to beat anything on the river, turned out the Phantom. It was a curious sort of a boat, in build really very little more than a slightly modified Chinese sampan, though lying flatter on the water. The essential difference was in her sails, which were of foreign type (sloop rigged) and she was tremendously overcanvased, making her a very

1925 delicate boat to handle. In the lightest winds she could leave any other boat on the Whangpoo far astern and even in a good blow, with a good and heavy crew, if the wind allowed her to stand up at all, usually she could hold her own.

The Henli "midgets" were a very small edition of the Phantom, and remarkably fast and handy little boats, but easily capsizable. The Byrne boats were a cross between the two and were remarkably capable craft as they first appeared. Indeed, a certain famous sailing-owner of six-metres, when on a visit to Shanghai, said he did not believe there was any faster boat in the world on smooth water. Later Byrne boats have been greatly altered both in build and rig.

Concurrently with its projected move into its new permanent headquarters at Minghong, the Committee of the Club have adopted the well-known American "Star" Class boats, which they have ascertained can be built comparatively cheaply in Shanghai. Already they have received promises from members to take up eight.

In Flourishing Days

As a record of the activity of the Club and the size of its fleet 25 years ago, the following list of its vessels under sail is reprinted from the Club's book of regulations of 1909:—

LIST OF YACHTS 1909

"A" Class

Name.	Flag.	Rig.	L.O.A.	Tons	T.M.	Rating.	Owner.
Viola I*	British	Schooner	52 ft.	36		4.2	Lintilhac, C. E.
Foam 1*	,,	Yawl	51 ft.	31		6.9	Lloyd, F.
Gull*	,,	Sloop	43 ft.	16		3.3	Bentley, J. D.
Sirene	French	Cutter	43 ft.	14		5.1	Fresson, P.
Kid	German	Sloop	38 ft.	12		3.4	Nebel, F.
Violet*	British	Lug Sloop	37 ft.	12		2.6	Byrne, E. T.
Spoondrift	Swiss	Lug Sloop	37 ft	11		2.6	Brand, W.
Atlantic III*	British	Yawl	36 ft.	13		2.7	Gates, F. Luhrss, W.
Winsome	American	Sloop	34 ft.	11		2.6	Cranston, T. P. Darrah, J. M.
Meitoo	British	Yawl	34 ft.	11		2.5	Bentley, J. D.
Ethel	,,	Lug Sloop	32 ft.	10		2.6	Alderton, P.
Haven*	,,	Ch. Lug	32 ft.	10		2.0	Glass, D.

"B" Class

Geisha*	British	Lug Sloop	24 ft.	3.5		0.99	Mellows, T.
Madcap	German	Lug Sloop	24 ft.	3.5		0.99	Schlingman, J
Iris	British	Sloop	23 ft.	3.5		0.85	Mauchan, A. C.

Sailing Cruisers

Romola*	British	Cutter	54 ft.	38			Livingstone, W. S.
Thistle*	,,	Ch. Lug	54 ft.	27			Glass, D.
Pinafore*	,,	Ch. Lug	45 ft.	25		9.3	Oppe, H. S.
Undine	,,	Ch. Lug	45 ft.	25			Hobson, H. E.
Janet*	,,	Ch. Lug	40 ft.	15			Collinson, A. H.
Kelpie	,,	Sloop	39 ft.	14		4.7	Hanning, F. C.
Phyllis	,,	Lug Sloop	37 ft.	14		2.9	Murphy, E. H.
Glory III*	,,	Sloop	34 ft.	12		4.3	Bidwell, G. S. V. Brimer, R. T.
Najade	,,	Lug Sloop	33 ft.	12		2.9	Walker, F. B.
Wahene*	,,	Yawl	32 ft.	12		2.5	Bentley, J. D.
Moeve	German	Lug Sloop	28 ft.	7.5		2.8	Schultz, W.
Pearl	British	Lug Sloop	23 ft.	3 5			Luhrss, W. Gates, F.
Thea	German	Lug Sloop	23 ft.	3.5		0.83	Martin, F.
Lisa	,,	Lug Sloop	23 ft.	3.5		1.2	Diehl, C.
Fifi	British	Lug Sloop	23 ft.	3		0.89	Nops, W. E.
Rambler	,,	Sloop	22 ft.	4.5			Brown, W. J. Davies, D. S.

Motor Cruisers

Name.	Flag.	Rig.	L.O.A.	Tons	T.M.	H.-P.	Owner.
Nancye*	British	—	30 ft.	5		12	Appleby, G. W.
Query	,,	—	30 ft.	5		12	Brimer, R. T.,
Quaker	,,	—	24 ft.	3		10	
Stormy Petrel	,,	—	21 ft.	3		7	Anderson, A. L.
Shooting Star	,,	—	20 ft.	2.5		7	Rutherford, C. H. Bidwell, G. S.V.

*Holders of Admiralty Warrants to fly the Blue Ensign.

During the last ten years interest in yachting has met with varying stages of enthusiasm and lack of same, but in all it may be said that over the past few years, the fortunes have been on the upgrade and this is now climaxed by the acquisition of a permanent headquarters which is being opened at Minghong.

The miscellaneous class continued to enjoy their racing and the fleet numbered from six to ten strong at times. After the advent of the Phantom which was introduced with notable success by the late Commodore E. T. Byrne, the Byrne class was brought into use with tremendous success and six boats were laid down, following which several more have come into use. These boats were built in soft wood and required continual overhauling, and while several have fallen into decay there remains to-day a remnant of the former fleet which still provide excellent sailing. From the Byrne class came a boat of similar design, though of heavier construction in the Tweetie which was raced with considerable success by Mr. C. L. Seitz.

1927 There was a lack of building from 1927 to 1930 and the racing fleet dwindled to small proportions, the miscellaneous class especially suffering in this respect, but Capt. H. Forrester built an improved Byrne boat called the Sycee in 1930 and since then the Sheila, a craft of similar design, has been added to the local Byrne fleet and is racing in company with them.

1930 The Club suffered a serious loss in 1930 when Mr. E. T. Byrne died. He had the unique distinction of serving as Commodore for

twenty years and apart from doing a tremendous amount of work for the Club, he introduced the Byrne class which has proven its worth in these waters.

In 1930, Capt. H. Forrester accomplished a notable feat in following the cruising class around Kiutoan Lightship in a Byrne boat, the Spectre, and while the weather was fortunately fairly fine, he encountered some quite heavy seas for such a small boat of this construction.

Cruise to Nagasaki

1931 In 1931, the Chelidon sailed by Mr. H. Aust and the Nidaros with Mr. E. M. Allison on board made the first crossing to Nagasaki and since then Chelidon has made the crossing on two occasions, namely in 1932 and 1933. In 1934 Capt. S. P. Jorgensen took the Danascot across in better time than that accomplished by the bigger boats, his achievement being all the more notable in that the Danascot is a very small craft. Another crossing was made this year when Mr. Verdier made the same trip on his huge yacht, Gabriel II, accomplishing the distance in fast time.

1933 In 1933 the "A" class fleet was augmented by the addition of the Ingomar, a six metre class boat brought out from Home by Mr. C. B. Blaikie. This boat proved itself successful right from the start eventually winning the major trophies for the season. Her superior qualities in beating to windward made her outstandingly good and she often defeated such much bigger boats like the Whoopee and Wah Lee. Owing to the congestion in the inner harbour

1933 the Club was forced to change its quarters from the Bund opposite Pootung Point, out to Yangtszepoo, and while this proved a slight inconvenience to start with, members settled down to the change of conditions very quickly and many agree that the new venue is handier, with the tiring sailing through the inner harbour dispensed with.

Harbour races off the Pootung Point had been confined only to Byrne boats in view of the heavy traffic but with the change to the Point at Yangtszepoo, both classes commenced harbour races during the midweek and these became extremely popular.

The 1933 Typhoon

The typhoon of September 18th, 1933, wrought havoc on the club fleet which was anchored off Yangtszepoo, and the laodahs were caught unprepared with the result that much loss was suffered. The Wasp, a cabin class boat was totally lost and never seen again, and both Trouble Two and Ghost, of the Byrne boat class were so badly smashed up that they could not be repaired. The other boats all met with damages and owners learnt a severe lesson in not insisting that laodahs take more heed of typhoon warnings.

At an extraordinary general meeting called by the Committee for November 22nd, 1933, a scheme for the transfer of headquarters to Minghong was duly approved by the members. Sanction was given for the financing of the scheme by the issue of debentures to a value not exceeding $30,000 and bearing interest at not more than

ROVER AND VIKING

In the Corinthian Race, June 1934.

UNDINE

The Commodore's Yawl

6 per cent. per annum. The liquidation of the Prize Fund which was put aside by the members many years ago and retained for the acquisition of headquarters for the Club was also approved. *1934*

The S.Y.C. To-day

Hence the Club will now change its sphere of activity to Minghong, where a very pleasant clubhouse and grounds has been laid out and details of this are given as follows:—

The new headquarters of the Shanghai Yacht Club are situated about ¾ mile above Minghong on the South bank of the Whangpoo river, at the junction of the river and the South Chinchiang creek. The area of the grounds is about 17 mow, part of which is allocated for a slipway and yacht building repair yard, the remainder being laid out as a garden.

The Clubhouse itself faces the river and has been arranged with large bay windows on both the ground floor and first floor, from which several miles of the river can be watched. The accommodation provides for the needs of all classes of members, sleeping quarters for the racing boat owners being on the first floor, with windows on all four sides, while on the ground floor are the lounge and dining-room, smokeroom, office and a small ladies room for the lady honorary members.

Owing to its country site, a small electric lighting plant and an independent water supply has been installed and although simple, the arrangements for comfort of members are fairly complete. Separate outbuildings have been built to house the servants, to store fuels

1934 and oils for members' use, and for an engine room and ice store. In the main building is a store room from which members will be able to draw stores for their boats.

The garden is being laid out with the advice of Mr. W. J. Kerr, *M.M., F.R.H.S.* and will when developed form a very attractive surrounding to the clubhouse. In order to protect the river bank which has been subject to considerable erosion, a part of the land has been permanently bunded.

An important part of the building is the Starting Deck, on the second floor, from which the races will be controlled, and where the flagstaff is placed, from which signals will be visible for a considerable distance.

The whole of the designs of the building, and its various appointmen, fittings, furniture and other details have been prepared and executed by members of the Club, namely, Messrs. S. E. Faber, E. F. Bothwell, W. P. Rial and E. W. A. Clements, who have had the assistance of several lady members with regard to the interior decoration.

Shanghai Yacht Club

OFFICERS, JULY 1934

Commodore: H. M. MANN (Undine)

Vice-Commodore: C. TRENCHARD DAVIS, M.C. (Mignon)

Rear-Commodore: R. LACK (Pixie)

Hon. Treasurer: H. W. CARTER

Hon. Secretary: N. D. LLOYD (Hobgoblin)

Sailing Committee:

C. B. BLAIKIE (Ingomar)
J. G B. DEWAR
W. HAMILTON (Spook)

Cruising Committee:

F. R. DAVEY (Katie Mary)
R. L. EVANS (Hester)
O. D. TERRELL (Restless)

House Committee:

S. E. FABER (Deryn)
W. P. RIAL (Sirius and Sheila)

List of Owners and their Craft

Owner	*Craft*
E. C. Allen	Saratoga
E. M. Allison	Nidaros
J. E. Andrews	Hobgoblin
H. Aust	Chelidon
C. Avison	Banshee
C. B. Blaikie	Ingomar
J. H. Blakelock	Ella
J. C. Boldero	Daphne
R. W. Brewer	Restless
R. Buchan	Sierra
J. Collins	Samdelan and Kat
J. Dalton	Nance
J. A. Duff	Pao An
S. E. Faber	Deryn
W. Hamilton	Spook
J. E. L. Hunter	Zero
J. H. Jordan	Betty
Capt. S. Jorgensen	Danascot
R. Lock	Pixie
N. D. Lloyd	Hobgoblin
R. E. Lunkley	Helmie
H. M. Mann	Undine
C. Trenchard Davis	Mignon
F. R. Davey	Kate Mary
W. D. Neil	Viking
L. S. Hong	Wah Lee
C. D. Pearson	Pearl
J. D. E. Shotter	Zinghoo
B. J. Stanfield	Idler
I. A. Toeg	Thistlebank and Flora
M. P. E. Verdier	Gabriel II
P. O. G. Wakeham	Winsome II
D. Webb	Sheila
E. H. Bull	Phoenix
I. G. Calcina	Kelpie
W. G. Clarke	Kissah
E. W. A. Clements	Trios
H. Costenoble	Nance
G. R. Coutts	Vagabond
L. A. Dabelstein	Caprice
J. G. B. Dewar	Why Not II
F. S. Elias	Whoopee
P. S. Ericsson	Helmie
R. L. Evans	Hester
H. G. Fabian	Rover
P. S. Gilman	Snipe
S. Godkin	Rover
A. H. Gordon	Perseverence
F. Hoennke	Kidd II
H. M. Howell	Dyole
L. Jocott-Guillamod	Haven
J. P. E. Klaverwyden	Thramp
Z. C. Koo	Starplane
T. C. Leach	Roma
W. Lyons	Cymba
G. Mark	Whoopee and Lois
W. R. McBain	Merganser
	Pintail
	Miss Wei Hai
H. E. Middleton	Eveline
J. Middleton-Smith	Phooka

Owner	*Craft*
J. R. Milligan	Viking
J. Minutti	Le Tigre
D. A. Von Miorini	Marquise
Mark L. Moody	Wanderer
J. Neil	Eunice II
W. E. Nops	Lais
C. J. Pleace	Dinafore
D. J. Raeburn	Rover
W. P. Rial	Sheila
	Sirius
W. R. Rice	Bluebird
H. G. F. Robinson	Janet
O. D. Terrill	Restless

List of Members

E. C. Allen
D. G. G. Allen
E. M. Allison
A. L. Anderson
J. E. Andrews
H. Aust
C. Avison
J. E. Badeley
W. O. Barrington
H. B. Bates
R. E. L. Beardsworth
E. J. Berthet
C. B. Blaikie
Dr. J. H. Blakelock
R. Bohlke
J. C. Boldero
T. W. Bone
E. F. Bothwell
R. W. Brewer
C. N. Brown
R. Buchan
E. H. Bull
Dr. T. D. Burton
I. G. Calcina
H. W. Carter
T. W. Chandler
C. R. Chase
Dr. H. Chatley
A. H. Childs
W. G. Clarke
E. W. A. Clements
J. Collins
J. S. Colombi
R. Cook
P. W. V. Corneck
H. Costenoble
G. R. Coutts
A. H. Coveney
T. P. Cranston
L. A. Dabelstein
A. T. Dahl
J. Dalton
F. R. Davey
E. R. Davies
C. Trenchard Davis
R. W. Davis
J. G. B. Dewar
J. A. Duff
J. A. Dwyer
F. S. Elias
P. S. Erricsson
R. L. Evans
J. K. Ewing
S. E. Faber
H. G. Fabian
W. J. Gande
P. S. Gilman
S. Godkin
T. J. Goodman
A. H. Gordon
W. Hamilton
E. F. Hardman
E. F. Harris
H. Harris
C. Hess
H. E. Hillman
F. Hoehnke
W. A. Hogarth
L. S. Hong
S. C. Hong
H. M. Howell
J. E. L. Hunter
J. Huxley
J. Jocot-Guillemod
B. S. Jenkins
Dr. J. H. Jordan
Capt. S. P. Jorgensen
R. A. Josecelyne
N. E. Kent
J. S. Kenyon
R. V. D. Kirby
J. P. E. Klaverwyden
M. Klussman
Z. C. Koo
J. Lafontaine
H. Lambert
T. C. Leach
A. Leonard
D. Lettington
E. H. Lewis
P. Li

Lord Li Ching Mai
E. Linquist
C. E. Lintilhac
H. M. Little
N. D. Lloyd
H. B. Lobb
R. Lock
H. B. Longfellow
R. E. Lunkley
W. Lyons
A. K. McEwan
A. M. Mack
I. MacRoberts
H. M. Mann
G. E. Marden
G. Mark
A. E. H. Marker
C. L. Martin
Sir Frederick Maze
T. B. McAuley
W. R. McBain
J. H. McGregor
J. McNeill
W. Mellor
H. E. Middleton
J. Middle ton-Smith
J. R. Milligan
J. Minutti
Dr. A. Von Miorini
M. L. Moody
A. G. Mossop
C. R. Nash
J. Neil
W. D. Neil
W. E. Nops
T. H. Oliphant
A. B. Palmer
L. F. Parlane
C. D. Pearson
W. D. Pearson
R. Pixcozzi
K. Piper
W. H. Plant
C. J. Pleace
J. A. H. Plummer
A. M. Preston
B. Puckle
D. J. Raeburn
H. E. Reynell
W. P. Rial
W. R. Rice
W. J. Richmond
J. A. Rignall
G. Rittsteig
H. G. F. Robinson
D. Ross
Sir Victor Sassoon, Bart
T. R. Scanlon
H. B. Scott
C. L. Seitz
C. L. Seitz, Jr.
J. D. E. Shotter
E. Sigaut
J. L. Simmons
W. E. Simpson
E. Smith
Dr. H. Smith
B. J. Stansfield
C. A. Sterrey
W. R. M. Stevens
H. K. Stranchan
R. N. Swann
O. D. Terrill
W. B. Terry
I. A. Toeg
P. S. Tang
I. R. B. Tuxford
M. P. E. Verdier
D. Wagstaff
P. O. G. Wakeham
A. J. Watson
D. Webb
H. F. White
S. P. Woo
W. C. Woodfield